

# Hongkong Daily Press.

ESTABLISHED 1857.

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117-2

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HONGKONG, FRIDAY, JUNE 6th, 1913.

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12.45 p.m. " 1.15 " " "	" " " "
1.15 " " 2.15 " " "	" " " "
2.15 " " 3.00 " " "	" " " "
3.00 " " 8.10 " " "	" " " "
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12.00 noon " 1.00 p.m. " " "	" " " "
1.00 p.m. " 5.00 " " "	" " " "
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[1261]

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Hongkong, 28th May, 1913.

[720]



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Hongkong, 21st May, 1913.

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Hongkong, 2nd August, 1912. [1553]

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Hongkong, 1st January, 1913. [146]

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TELEPHONE 1219. Hongkong, 15th April, 1913. [1584]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 34. Telephone No. 12.

## DEATH.

HOCK.—At the Peak Hospital, on June 5th, GEORGE, the beloved daughter of Dr. and Mrs. HOCK, nine months old. (731)

HONGKONG OFFICE: 10A, DES VOGES ROAD.  
LONDON OFFICE: 151, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 6th, 1913.

SOME two months ago a national strike or lock-out in the shipbuilding yards of Great Britain was described in the Home Press as almost a probability, and REUTER'S AGENCY has now informed us that a ball among the members of the Boilermakers' and Shipbuilders' Society has resulted in a vote in favour of a strike. The dispute is over a demand for a special advance of 2½ per cent. on piecework riveting rates. As against this concession it has been pointed out that during the current boom in shipbuilding three general advances of 5 per cent. have been granted and a fourth has been under consideration. But the grant of this further rise, making 20 per cent. advance on all piecework wages since the beginning of 1911 would still leave this demand for a special 2½ per cent. on riveting rates to be dealt with. From an explanation furnished to THE TIMES we gather that the reason for the demand is to be found in the conditions under which the riveters pursue their occupation. They work in squads—two riveters, a holder up, and a boy. For each £1 earned by a riveter the holder-up receives 15s., or what is termed 9d. to the riveter's shilling. The holders-up have long agitated for a larger proportion of the riveting money, the specific demand

being for 10d. to the riveter's shilling. As the riveters are unwilling to concede this at their own expense, the employers are invited to advance the riveting rates beyond the general wage advances. Last year the Boilermakers' Union made application for a special 4 per cent. The employers objected. It has since been worked out that on a riveting squad's earnings of £12 15s. for a week, an advance of 2½ per cent. will be nearly sufficient to meet the demand of the holders-up, and will fully meet it with a slight loss to the riveters. But the employers have refused the demand, and the dispute has now reached the stage when the men have expressed themselves by ballot in favour of a national strike. The wage problem, it seems, does not stand alone. The questions of manning certain machines with unskilled or semi-skilled labourers, of the restriction of overtime, of the abolition of piecework, of demarcation disputes, &c., are all described as more or less troublesome, while the great question of a standard eight-hour day is rapidly ripening. The boilermakers and their leaders are especially keen on this point question, and an early crisis on this point alone was expected to develop. There remains the big problem of patching up a working agreement between the Boilermakers' Union and the Employers' Federation for the settlement of disputes. The masters have been described as treating the situation with equanimity and consider that they cannot concede any further increases in the state of the industry. From a recent report by the General Secretary of the Boilermakers' Society relating to the several conferences which have been held to discuss the situation we gather that the employers complained of the members losing time to attend funerals and football matches, and states that as they lost 188 per cent. of their time, they could get 183 per cent. more wages without an advance if they would only work full time. The employers also stated that there were scores of union members in many of the yards now making an average of £300 a year, in spite of lost time, and that owing to the last three advances, amounting in all to 15 per cent., their work was costing 30 per cent. more in consequence of extra claims made by the member. One employer said, "Every advance we have given you has been abused by your ill-conduct and bad time-keeping." Each argument of the employers, we are told, was met by the men with counter arguments, but the conferences between the masters and men have apparently done nothing towards a settlement of the dispute. Business has been good of late in the shipbuilding trade and the great dislocation which a national strike must create is a cause of anxiety not merely to the families of the thousands of men actually employed in the shipbuilding yards but also to the great army of workers in the branches of industry which feed the yards. As the latest cable indicates that the men's executive have made no definite arrangements yet for giving effect to the decision of the men as expressed by ballot, there would appear to be still some hope that the strike and its great dislocation of trade may yet be averted, though it is, we fear, but a slender hope which depends entirely on the employers making the concession they have hitherto firmly declined to yield.

Two fatal cases of plague were reported yesterday, bringing the total for the year up to 119.

We have received a print of an excellent photograph of the King's Birthday Parade in Hongkong taken by Mr. A. Fong.

Sir Haviland de Bausmarez, Judge of the Supreme Court of leave Shanghai is coming down to Hongkong, this week to sit in the Appeal Court, which opens next week.

The Dragon Boat Festival takes place on Monday next, the 9th inst. It is notified by advertisement that the Chinese Maritime Customs for Kowloon and district will be closed to public business on that date.

Major Dickinson, D.C.L.I., has been granted authority to accept and wear the Imperial Ottoman Order of the Medjidieh, 4th class, conferred upon him by His Highness the Khedive of Egypt in recognition of valuable services rendered.

The marriage arranged between Mr. James Currie, C.M.G., Director of the Gordon College, Khartum, and Hilda Beatrice, only daughter of the late Sir Thomas Hanbury, K.C.V.O., and of Lady Hanbury, was arranged to take place at La Mortola yesterday.

The board of the Shantung Railway Company in Berlin resolved to propose to the general meeting, to be held on June 5th, the distribution of a dividend of 7½ per cent., as against 6 per cent., on the ordinary shares, and of M.12½, instead of M.5 on the profit-sharing certificates.

Lieut. W. F. Christman, R.G.A., has been promoted captain.

The Hippodrome circus and menagerie has been drawing huge crowds at Causeway Bay. The matinee on Wednesday was favoured with a gratifying response on the part of the public, the match being crowded. There will be another matinee to-morrow.

A Chinese lady of Shanghai has brought in the Mixed Court a charge of bigamy against her husband, a graduate of Yale University, who is said to have married an American subject, his legal wife being then alive. The action is taken under Section 291 of the Provisional Chinese Penal Code.

Owing to the fact that the firm is about to close its business in the Philippines, the affairs of Sprungli & Company are to be liquidated, says the Manila Cable-news, the work being undertaken by Kuenzle and Streiff at the request of the banks interested. The stock on hand is estimated at about P300,000. The removal of the stock to the Kuenzle and Streiff bodegas began last week.

## THE DERBY SENSATION.

Not since 1844 has a winner of the Derby been disqualified until the present occasion. The previous case was one in which a horse was falsely described as Running Rein, but was subsequently ascertained to be a four-year old colt called Maccabeus.

Ill-luck seems to dog the footsteps of Mr. Ismay, the owner of Craganour. Only a few months ago the Stewards of the Jockey Club investigated the running of Mr. Ismay's horses, with the result that the trainer and jockey were warned off, and Mr. Ismay himself was advised to exercise care in the future running of his horses.

Craganour was bred by the late Sir Tatten Sykes, but was nominated for the Derby by the deceased baronet's partner, Mr. H. Cholmondeley.

A much-discussed question is:—How does the disqualification of Craganour affect the betting and sweepstakes on the race? There are those who say that where no express provision is made, betting is governed by the "first past the post" rule; but this is not a rule approved by the Jockey Club. No betting "first past the post" is recognised by either the Committee of Tattersall's or the Committee of the Newmarket Rooms, (vide Rule 2). According to the rules of racing, the objection having been declared valid, Craganour is regarded as having been last in the race. Thus the larger sweepstakes will pay on him as a starter merely.

If the bookmakers controlled by the Jockey Club have already paid any bets on Craganour they are still under an obligation to pay off Aboyeur. For its bearing on this question the following extract from the London Daily Mail of May 2nd will be of interest:—

Another fruitful theme of discussion is the action of the stewards in disqualifying Loch Stack for a selling race on Wednesday. They adjudged him guilty of crossing, and on their own initiative deprived him of the race, while exonerating his jockey from blame. If the third had finished second an objection would have been expected, and if lodged must have been fatal, for Loch Stack undoubtedly interfered with him, but the crossing incident came as a surprise to the general body of spectators. However, the question of whether the stewards were mistaken in their views or wrongly described the offence is not the point complained of. They disqualified Loch Stack after the "all right" had been called, and in the cheap maelstrom of the ready-money bookmakers in Tattersall's the settling was finished before people had any inkling of what the stewards had done. These gentlemen are at all times to be commended for their zeal in upholding the rules and regulations, but it is quite reasonable to ask in the case of Loch Stack whether they did not begin their investigation in time to stop the announcement of the "all right." One operator in the cheaper ring paid out £230 over Loch Stack and has been unable to get these many pence back, while, of course, the disqualification placed his Button Boy clients at the receipt of custom.

## ROYAL HONGKONG GOLF CLUB.

FAN LING COMPETITIONS DURING MAY.

ROBERTSON CUP.		
Mr. S. H. Dutton	102	22 80
Capt. Spicer	89	8 81
Rev. W. H. Foster Pegg	84	0 84
Mr. A. Ritchie	91	6 85
Mr. N. L. Smith	95	7 88
Winner.		
23 Entries.		
RUNNING POOL.		
Mr. E. Davidson	82	4 78
Mr. S. H. Dutton	102	22 80
Capt. Spicer	89	8 81
Mr. N. L. Smith	91	7 84
Mr. G. N. Orme	102	18 84
Mr. W. D. Kraft	90	5 85
Mr. A. Ritchie	91	6 85
Mr. A. C. E. Elborough	85	10 85
Mr. E. W. Matthews	98	13 85
Winner.		
103 Entries.		

It is now definitely announced that Lord Kilmarnock, recently at the British Legation, Stockholm, has been appointed Second Secretary of the Embassy in Tokyo. His Lordship and Lady Kilmarnock are expected to reach Japan in the course of the present month.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE DERBY.

FAVOURITE WINS BUT IS  
DISQUALIFIED.SENSATIONAL SUFFRAGETTE INCIDENT DURING  
RACE.

LONDON, June 5th.

There were indications that Derby Day would be fine and warm. The trains were crowded, and there was a constant stream of motor cars, motor buses, horse vehicles, and coster donkey-shays on all the roads leading towards Epsom.

The King and Queen travelled by special train to Epsom Downs Station and proceeded in an open carriage to the Course. Regret was expressed on all sides that His Majesty had no better candidate than Anmer to carry his colours in the Derby, the chances of the latter being regarded as of the poorest.

There was a good start. Aboyeur led from Aldegond, Craganour, Nimbus, and Louvois for six furlongs. Aboyeur remained in front, with Craganour second. Rounding Tattenham Corner, Aboyeur still led from Shogun and Craganour. Close home, Craganour challenged the leader and won an exciting race by a head, a neck separating second and third. Owing to lameness, Radiant did not start.

The time was 2min. 37.3-sec.

Betting:—6 to 4 against Craganour, 100 to 1 Aboyeur, 10 to 1 Louvois, and 20 to 1 Great Sport. Fifteen ran.

Craganour was disqualified by the Stewards for bumping and boring and they awarded the race to Aboyeur. The official placings now read:—

Mr. CUNLIFF'S ABOYEUR (Piper) 1  
Mr. W. RAPHAEL'S LOUVOIS (Saxby) 2  
Mr. HALL WALKER'S GREAT SPORT 3

Mr. Cunliffe, the owner of Aboyeur, declined to lodge an objection. It is officially stated that the stewards objected to the winner on the ground that he had jostled the second horse. After hearing the evidence of the judge and several jockeys riding in the race they found that Craganour had not kept a straight course and had interfered with Shogun, Day Comet, and Aboyeur and bumped and bored the second horse.

An astounding incident occurred during the race. A woman rushed on to the course, seized the bridle of the King's horse Anmer, bringing down the jockey, Herbert Jones, who was injured and was removed on a stretcher. The woman was terribly mangled, and it is reported that she is dead.

The jockey Earl (riding Naseau) says the woman, who had been crouching under the rails, buried herself at Anmer, which struck her like a cannon-ball and flung her some yards along the turf.

The doctor in attendance says it will be impossible to say for some hours whether Davison will survive.

Two cinematograph operators scoured pictures of Davison's rush upon the King's horse.

The incident caused a tremendous sensation. The woman is lying in Epsom Cottage Hospital, having received most serious injuries to her head. Under her jacket round her waist was a suffragette flag, and the name Emily Davison appears on her clothing. She is a graduate of London University, and is between thirty and forty years of age.

She has been imprisoned several times for suffragette offences, including striking a Baptist Minister at Aberdeen in mistake for Mr. Lloyd George. It appears that she ran out from the crowd in front of Anmer. She did not grasp the bridle but held up her hands. The horse did a somersault, falling on his jockey, while Miss Davison was hurled to the ground. When the horse recovered itself Jones' foot was still in the stirrup and he was dragged a few yards. His Majesty immediately made inquiries. The doctors reported that Jones was suffering from a slight concussion, but no bones were broken. His left arm, however, was somewhat badly injured. Their Majesties in driving to Buckingham Palace on their return from Epsom were sympathetically cheered.

[THROUGH REUTER'S AGENCY.]

Another accident occurred in the race after the Derby. Mr. Leopold Rothschild's Felizardo fell and had to be destroyed. The crack jockey Whalley was hurt.

DISQUALIFIED NOT FOR BUMPING HIT FOR  
OBSTRUCTING.

The Stewards state that they did not disqualify Craganour because of the bumping that took place in the last half furlong, but because they were satisfied that Reiff (the jockey) unduly interfered with the other horses over the greater part of the race.

They also wish it to be known that "all right" was not officially called, but was done by an irresponsible person at the weighing room door.

"The most sensational Derby on record" is the theme of the editorials in the papers, some of which demand that the Suffragette leaders should apologize to the King for Miss Davison's outrage, though whether she intended to attack Anmer is still not clear.

She was still unconscious late on Wednesday evening.

The Queen sent to the Hospital to enquire as to her condition.

Some suggest that the woman intended to hold up the whole race.

Miss Davison is a most notorious militant. Her record includes barricading her prison cell while a fire hose was played on her, attempting to commit suicide by throwing herself down the prison stairs, and hiding in a hot air shaft in the House of Commons.

As regards the race, the finish is described as more like a polo match, bumping and boring being so prevalent.

Displeasure has been expressed in high quarters as to the incidents in the race, and a fresh investigation by the Stewards is possible.

While the disqualification of Craganour is taken in bad part by raccoons at present, writers agree in describing the decision of the Stewards as absolutely just.

## UPROAR IN HUNGARIAN PARLIAMENT.

BUDA PEST, June 5th.

A furious uproar took place in Parliament on Wednesday, the Opposition deputies showering opprobrious epithets on Dr. Lukacs, the Premier, and Count Tisza, and the Ministerialists responding. The Parliamentary police arrived and ejected some of the members. Eventually Dr. Lukacs announced his resignation, and the Opposition left off denouncing Count Tisza as coward and murderer.

## CHINA'S SALT GABELLE.

LONDON, June 5th.

Sir Richard Dane has left for China to take up his appointment to the Salt Gabelle.

## THE BELFAST RIFLES.

LONDON, June 5th.

The rifles which were shipped from Manchester to Belfast are still at the docks, not having been claimed up to the present.

Mr. Augustine Birrell, Secretary for Ireland, stated in the House of Commons on Wednesday that the rifles were of Italian origin. Further proceedings would doubtless be taken.

## JACK JOHNSON SENTENCED.

CHICAGO, June 5th.

Jack Johnson has been sentenced to one year and a day in a penitentiary for violation of the white slave law.

## CONSPIRACY TRIAL IN PORTUGAL.

LISBON, June 5th.

A Court-martial has acquitted the two ladies, Brito Cunha and Catherine Linhares, Lieutenant Solari Alegro, and four others on a charge of taking part in the recent monarchist conspiracy.

## INTERNATIONAL POLO.

New York, June 5th.

In consequence of the brilliant play of the Englishmen the American Polo Cup team has been reconstituted as follows: Stoddard, Milburn, Foxhall Keen and Malcolm Stevenson back. It is less brilliant individually than the former defenders, but the team works better. The new team beat Meadow Brook Freebooters by 14 points to 5.

[THROUGH REUTER'S AGENCY.]

## THE BALKAN SITUATION.

A message from Paris states that M. Pichon opened the Balkans Financial Commission to settle questions arising out of the war. He welcomed the delegates and hoped that the conference would be successful in promoting the economic interests both of the late belligerents and of the Powers. The Commission was then adjourned until Monday.

A message from Vienna states that it is reported that Greece and Bulgaria have agreed to settle their differences, including Salonika, by arbitration.

## SUFFRAGETTE OUTRAGES.

LONDON, June 5th.

Suffragettes have burnt down an unoccupied mansion near Bradford-on-Avon, the value of the mansion being placed at £14,000.

Mr. Churchill presided and Mr. Asquith was present at Commander Evans' first public lecture on the Scott Expedition in the Queen's Hall. Mr. Churchill's brief prefatory remarks were interrupted by male and female suffragists. Many were ejected, and an uproar was caused.

Two reservoirs at Bradford have been poisoned by dye, this being attributed to suffragists. The water supply has been cut off.

## THREATENED SHIPBUILDING STRIKE.

LONDON, June 5th.

The shipyard workers of Great Britain have balloted, 12,218 being in favour of an immediate strike and an increase of wages, and 4,348 against a strike. At Edinburgh, the former submitted new proposals which the men will consider for a week and which it is hoped will avert a strike.

## THE WANDSWORTH BYE-ELECTION.

LONDON, June 5th.

Mr. Wilson has been chosen as independent labour candidate at Wandsworth.

## JAPAN AND AMERICA.

WASHINGTON, June 5th.

Baron Chinda has presented to Mr. Bryan the Japanese rejoinder to the United States reply to her original protest against the Californian law. It explains why Japan continues to regard the Webb Bill as discriminating against Japanese and violating the Treaty of 1900. It contains nothing in the nature of an ultimatum. The general tone invites further discussion. Mr. Bryan and Baron Chinda are agreed that no public purpose will be served by public discussion of the controversy and have decided not to publish the contents of the Note beyond general terms.

## CONSPIRACY TRIAL AT CALCUTTA.

CALCUTTA, June 5th.

The trial of the Bengalis, to the number of 44, nearly all of good family, who were arrested on a charge of conspiracy to wage war against the King, has been commenced. The police complaint alleges that the case started as the result of information by a deputy magistrate at Midnapore, who caused a search of the house of his own son at Dacca. A quantity of ammunition and valuable jewels, and a number of papers, some in cipher, were found. The jewels were proved to have been taken in dacoity. The documents contained proposals for seducing Gurkha, Punjabi and Mahratta sepoys in established military centres, and suggestions for a wholesale massacre instead of the present isolated murders; also a list of names of members of the society. As a result the police made other house searches and more evidence was collected as to the existence of an organisation with several branches for the purpose of waging war against the King.

## OBITUARY.

LONDON, June 5th.

The death is announced of Lord Rendel, President of University College, Wales.



## THE MAGISTRACY.

Inspector Dymond prosecuted ten Chinese with frequenting an opium divan at No. 63, Third Street, first floor. The first man was fined \$250, or three months' hard labour, and the others were fined \$3 each.

A Chinese, who was arrested in an opium divan in the Western District, was brought before Mr. Hazeland and charged with returning from banishment. He was sentenced to six months' imprisonment and four hours' stocks.

Before Mr. F. A. Hazeland, a Chinese was charged with disorderly conduct. It was stated that there was an obstruction at the junction of Connaught Road West and Water Street. An Indian constable appeared and ordered its removal, but defendant told the people not to do so, afterwards threatening the constable. In fine defendant \$25 or a month, his Worship sharply reprimanded him for his conduct, and told him to behave himself in future.

Before Mr. C. D. Melbourne, a Chinese who said he had just returned from Australia after working there as a gardener for 15 years was charged with being in unlawful possession of a rifle and ammunition. Mr. W. E. L. Shenton defended. It appeared that the arms and ammunition were found concealed in a box belonging to the defendant on board the *Tai On*. Mr. Shenton pleaded guilty to a technical offence, but said it was done through ignorance. The man was going to the Sun Ming district, of which he was a native, and brought the rifle with him for the protection of his person and his hard-earned savings. The man read the Chinese papers, and conceived an exaggerated idea of what was going on in his native country, and thought the rifle was necessary. His Worship said he was satisfied the man was a bona-fide Colonial, and took this into consideration. He would be fined \$100.

Hermann Oltmanns, master of the *Wong Koi*, was charged with allowing the ship to clear out and proceed to sea on a voyage of more than seven days' duration, namely, to Bangkok, conveying 24 Chinese emigrants without a licence.

Mr. Lewis defended, and defendant pleaded not guilty.

L.S. Glendenning said he boarded the vessel, which was a German ship, and asked the Chief Officer to allow him to look at his passenger list. There were 24 passengers on board, and all had tickets for Bangkok. These men were Chinese, so far as he could judge. There were also 29 other passengers on board for Swatow. The Chief Officer produced the clearance, but handed witness no certificate or anything else.

In answer to Mr. Lewis witness said the vessel cleared on the night of the 8th May and the clearance showed 30 passengers, whereas on the Sunday morning there were 53 on board. The clearance only showed Swatow passengers, and witness saw only 29. He did not know that the owners of the boat were the Norddeutscher Lloyd. The tickets for Bangkok and also those on the Swatow passengers did not contain the name of the vessel, or the N.D.L., or Messrs. Butterfield & Swire, or any other agent of the vessel. He had not procured any of the tickets, nor did he know that two tickets, one blue and the other white, were on each of the passengers. He was not familiar with the laws regulating the port of Swatow, nor did he know that no passenger could be booked through to any other port.

Evidence was then given by the clerk in charge of the clearance and clearance department at the Harbour Office. He said he gave a clearance to the Chief Officer of the *Wong Koi* for 30 passengers for Swatow.

In answer to Mr. Lewis, witness said the Harbour Office was closed at 4.30 on Saturday afternoon, and did not re-open till Monday. The Captain cleared on Saturday night, stating the number of passengers he then had on board. If he sailed on the following day, and more passengers came on board, he had no opportunity of correcting his clearance.

Mr. F. P. Lanfesty, second clerk in the Harbour Department, said the *Wong Koi* had no emigration licence. If the Captain went to the Harbour Office and asked for a clearance for Chinese deck passengers for Bangkok via Swatow it would not be granted, unless he had an emigration licence.

Mr. Lewis submitted that there was no offence, not even a technical one, in this case. This vessel, belonging to the Norddeutscher Lloyd, plied between Swatow and Bangkok and between Bangkok and Hongkong. That was her two freight-earning runs. When the ship arrived at Swatow from Hongkong, every passenger had to get off, as no passenger from this Colony could go beyond Swatow. The passengers had all to be medically examined, and had to present, when leaving Swatow for Bangkok, passage tickets issued at the office of Messrs. Butterfield & Swire at Swatow. A perfectly new passage was

commenced from Swatow to Bangkok. Referring to the tickets, found on the passengers, Mr. Lewis said that until this case came up nobody, either at Messrs. Butterfield & Swire's, the N.D.L., or any sub-agents, knew a word about these white or blue tickets. What happened appeared to be this. As soon as the ship started an officer was detailed to count all the passengers on board the ship. As soon as they were counted, the comrade of the ship was told to collect their fares. A Chinese passenger could not book from Hongkong to Swatow or anywhere else through Messrs. Butterfield & Swire, the Norddeutscher Lloyd, or any sub-agents. The coolie when he went on board had to pay a dollar for his passage to Swatow. The comrade would ask him for it, and then he would produce one of these blue tickets. The comrade, knowing the chop, took the ticket, and was debited in the ship's books for the dollar, and was indeed debited for every passenger on board. When the ship returned to Hongkong, the comrade went to the firm issuing these tickets, and secured the dollar on each. He himself had already probably paid the ship. The coolie could go on any boat he liked, and until his ship left he was fed and provided with sleeping accommodation. He was then sent on to Bangkok by the same ship in which he had travelled from Hongkong, or in any ship of the same Company, or in a vessel belonging to a rival line. It served the same purpose as a Cook's round-the-world ticket. He had that ticket, but without the defendant's knowledge or consent. The white ticket was a letter of credit on one of the coolies in Swatow. It was issued by a person who the Company or the Company's agents did not know, and did not recognise.

The defendant was called to give evidence, and the case was remanded until the 15th inst.

## RELATIONS OF THE BALKAN ALLIES.

Major Gregoriades, ex-Vice-President of the Greek Chamber of Deputies, writes recently as follows to the *Times*: In view of the rumours that the conclusion of peace may be followed by serious friction among the Allies, may I be permitted to point out briefly the inherent improbability of any such outcome? No doubt here and there may be a small measure of friction, but I am convinced that the Allies themselves appreciate the need for the pacific development not only of the territory which they have newly acquired but of their own lands, which have not hitherto had a fair opportunity of expansion.

Take the case of my own country, Greece. Every Greek patriot knows that the one great need is development. Industry and agriculture are in a purely embryonic stage and can only be properly developed under peace conditions, which will inspire the operation of foreign capital. Although the country is full of minerals, there are no furnaces to treat them; the raw product has therefore to be re-exported and then in its finished state re-imported. Excellent beetroot with ten per cent. of sugar, is produced in the country, and yet there is no refinery in Greece, and all sugar is imported from Austria. Straw is so plentiful that the peasants burn it to get rid of it, and yet there is no paper-making plant in existence, though one is being built. Up-to-date iron works and deekyards are needed at the Piraeus. Harbour works have to be carried out, and manufacturing of all sorts introduced, for none at present exist. We cannot even distill the perfumes of our own flowers, which exist in abundance. We import our meat, and we cannot even make our own ham. The country is absolutely undeveloped from the point of view of communication. We are a generation in arrears with electric light, sewage, gas, and water.

Agriculture is even in a more backward condition. Thessaly, which once had a million and a half inhabitants, used to grow wheat for all the Eastern Levant. Nowadays it only has 250,000, and is a practical desert. You can traverse the whole country without seeing a tree, except at the village of Velestino and one or two other spots near Carditza. One-twelfth of the country only is cultivated, and the vast numbers of domestic animals which once existed have nearly all disappeared. Even the breeding of the famous Thessalian horses is decadent, and there are not enough in time of war to mount a single squadron of cavalry. Yet such was the fame of the horses that I recollect when I was employed in Thessaly years ago as a sub-lieutenant I was constantly coming across pieces of old money bearing the design of the Thessalian horse with a suitable inscription. Indeed, such is the state of agricultural decay that in some years the inhabitants of this rich province, instead of supplying wheat to Greece and other countries, have to buy it themselves from Russia. In short, what is wanted is an agricultural bank and a land bank, which can take in hand the development of the soil and save the unfortunate cultivators from the hands of the usurers who now lend against mortgage at the rate of 30 per cent. of the value of the crops.

In short, we need everything, even Greek foreign insurance companies, which could particularly take in hand at reasonable rates the certain coming development of the Mercantile Marine. Are we, then, likely to further impoverish ourselves by internecine feuds and to discourage foreign capital, which we so badly need? And what I have said of Greece applies to the other Allies. If we develop our country properly we have now quite enough to do to last for many years, and I am convinced that the Greek nation is now resolved seriously to take the matter in hand.

## THE LUNG KWE-SHING TRIAL.

A LEGAL DEBATE.

ADJOURNMENT "SINE DIE."

The trial of Lung Kwe-shing upon a charge of being concerned in the murder of Sung Chiao-jen was opened in the City of Shanghai on Friday, but no progress can be said to have been made. From the very outset, says the *N.C. Daily News* report, objections were raised, these coming from both sides, and ultimately, after sitting for three hours, the Court had to adjourn without having been able to enter upon the evidence.

A certain amount of anxiety had been felt in the City over the trial, and in the precincts of the Court of Justice, the old Magistrate's yamen, several guards were stationed, but the streets leading to the entrance to the compound were without any special protection. Admission was strictly by ticket, so that a fairly large crowd which had assembled was unable to gain entrance.

## THE COURT.

The proceedings were interesting from a spectacular point of view. Judges and counsel appeared in robes, said to be fashioned after the Japanese model, and with one or two notable exceptions, the proceedings were conducted on the model of a European Court. The judges were three in number, all from Soochow, and they wore bombazine gowns with yellow collars, and low crowned black hats fringed with yellow. These hats in shape are similar to the old mandarin's head-dress, minus the button and feather, and were worn by counsel as well. The robes of the lawyers were similar to those of the judges, except that they had no yellow, although one or two of them affected a collar of black velvet.

On the bench beside the judges were the Clerk of Court and Procurator-General, who conducted the prosecution for the Government, and he was distinguished from the other members of the bar by wearing a purple collar and cuffs.

In a foreign court of law the last man to make his appearance is usually the judge, who seldom takes his seat until counsel, prisoner, etc. are in their places. In the case of the City Court this procedure was reversed, and the judges were on the bench before the public was admitted to the Court. After a minute or two counsel representing the Sung family made their appearance, and were followed by others representing the accused and his employees. Last of all came the prisoner, as usual well dressed, accompanied by a guard of soldiers. He was handcuffed, but the irons were removed on his entrance to the Court, and he stood in the dock during the proceedings.

The President of the Court was Mr. Chang Ching-yueh, and his Associate Judges Messrs. Yan Fu-chun and Yang Shu-yueh. The Procurator-General was Mr. Tsai Ching-ping, and counsel were as follows:—For the Sung family Mr. King Man-lan and Mr. Kao Su; for the accused Mr. Yang Ching-ping and Mr. Tsin Lien-kuei; for the accused's employees who have been arrested Mr. Loh Shantung.

## THE PRIMER WANTED.

The proceedings were opened by a few formal questions to the accused, who gave his name and stated that he was a scholar by profession.

Counsel for the Sung family then asked for an adjournment, as they had been instructed only very recently, but this the Court refused to grant.

The Procurator-General then opened the case for the Government, and immediately thereafter counsel for the Sung family brought forward another objection. They pointed out that in addition to the accused the Procurator had mentioned the names of three others, namely, the secretary Hung Shih-tan, Ching-shi, another secretary. Why was it that only one man was now before the Court?

The Procurator said that the most important of these was Hung, and a telegram had been sent to the Central Government asking for his extradition from Tsingtao. His idea was to try to get him first, and if the others were shown to be concerned, they could easily be brought.

## OBJECTION TO THE COURT.

Mr. Yang, leading counsel for the defence, now rose to take an objection to the Court, which was composed of judges from Soochow. He pointed out that under Article 48 of the Code no judge could be appointed except by the President upon the recommendation of the Ministry of Justice, and the names of none of the members of the Court had ever appeared in a Presidential Mandate. He also recalled that the Soochow judges had been reprimanded for the action they had taken with reference to this case in Shanghai, and he raised a further objection in that an official of a higher Court had been sent to re-constitute this Court. With such a state of affairs, with an official of a higher Court in this Court, to whom could the people appeal? He went on to point out that, according to another article, a prisoner had a right to decline to be tried by a judge whom he believed to be prejudiced against him, and on this ground he further objected to this Court. The President of the Court asked how the accused could know if he were prejudiced against him.

Counsel replied that the Court had no power to prevent any defendant apprehending that he was prejudiced.

The President said that he had instructions from the Higher Court to hear the case, and quoted a clause in the laws to show that the Court could take such power.

Argument at times became heated, and the discussion between the President and Mr. Yang lasted a considerable time.

## YET MORE CULPRITS.

Counsel for the Sung family again reiterated their demand to have Chao Ping-chun present. They pointed out that Lung had escaped by pretending to be sick. Now Chao was in hospital, and he might also escape. A summons should be first issued, and if this were not obeyed a warrant should follow.

The proposal to adjourn the case for the attendance of Chao and the others mentioned was opposed by counsel for the accused, who strongly persisted in their objection to the Court.

The Procurator-General ultimately said that he would do his best to bring the three other men mentioned to Court, as it was his duty to get these people apprehended.

The Court adjourned, the ruling being made that for the future Lung Kwe-shing should be accessible to his relatives. The adjournment was taken for the purpose of considering the various objections that were made and no date was fixed for the further hearing.

## A THEATRE IN PEKING.

The following article, which we take from the *Daily Chronicle* of May 2, is from the pen of Miss Mary Gaunt, sister-in-law of Dr. Morrison of Peking:—

It was without the great Tartar wall in the Chinese city, not the most important theatre—that was closed for political reasons, they say, because the Government does not wish the people to assemble together—but a minor theatre, a woman's theatre—that is, one where only women were the actors, and women who hold a very low place in the social scale. The three richkissas put us down at an open doorway, decorated not with pictures of the charming damsels to be seen within in their latest creations, but with bright red sheets of paper, on which the delights offered for the evening were inscribed in characters of gold.

We went along a narrow passage with a floor of hard-beaten earth, and behind a wall we could hear the weird strains of the Chinese music. There appeared to be only one door, and here at a fat and smiling Chinese, who explained to my friends that, by the rules of the theatre, the men and women were divided, and that I must go to the women's gallery. They demurred. It would be very dull for me, who could not understand a word of the language, to sit alone. Could not an exception be made in my favour? The doorkeeper was courteous, as it is my experience so far that all Chinese are, and said that for his part he had no objection; but the custodian of the theatre, put there by the Government to ensure law and order, would object.

## OBSERVING THE RULES.

He, being sent for—was one of the military police, in a modern black and gold uniform—sympathised, but declared that the regulations must be carried out. It was put to him that these regulations were archaic, and that it was high time they were altered. He smilingly agreed. They were archaic, very; but then, you see, they were the regulations. He was here to see that they were carried out, and he suggested as an alternative that we should take one of the boxes at the side. The question of sitting in front was dismissed, and we gave ourselves to the consideration of a box, for which six dollars was demanded. It was put to the doorkeeper that the price was very high, and that as we were sitting where we did not wish to sit he ought to come down. He did. Shades of Keith and Provost! Two dollars!

We went up some steep and narrow steps of the most primitive order, were admitted to a large hall lighted by electric light—in Cambaluc—surrounded by galleries with a dainty lattice work of polished wood, such as the Chinese employ for windows, and we took our places in a box humbly furnished with bare benches and a plain wooden table. Just beneath us was the stage, and the play was in full swing—actors, property men, and orchestra all on at once. It was large and square, raised a little above the people in the body of the hall, and surrounded by a little low screen of the same dainty lattice work. At the back was the orchestra, composed only of men in ordinary coolie dress—dark blue cotton—with long pig-tails. There were castanets and a drum, cymbals, violin, and various brass instruments, and they all looked like brass trays, and they all apparently played untiringly and against the actors. Yet taken altogether the result was, to say the least, distinctly Wagnerian.

The entertainment consisted of a number of little plays lasting from five minutes in length to about a quarter of an hour. There were never more than half a dozen people on the stage at once, and very often only two in the play altogether. The story was more often conveyed by dramatic gesture and vocal inflection than by language. Scenery was as it was in Shakespeare's day; it was understated. When a gallant gentleman with tight sleeves, which proclaimed him a warrior and a long beard of bright red thread which made him a very fierce warrior indeed, snapped his fingers and lifted up his legs you knew that he was getting over a wall. A mountain, the shady side of it, was represented by one panel of a screen which leaned drunkenly against an ordinary chair, giving shelter to a very evil spirit with a dress that represented a leopard and the face of the grimmest and most terrifying of that species.

## CRUDE SCENIC EFFECTS.

This was a play that required much property to be displayed, for a general with a face painted all black and white and a long black beard, with his army of five, took refuge behind a stout city wall that was made of thin blue cotton stuff that supported on four bamboo poles that marched on to the stage in the hands of a couple of stout coolies. A mountain spirit outside the wall did terrible things. Ever and again flashes of fire burst out after his speech, and I presume you were not supposed to see the coolie who manipulated that fire, though he stood on the stage as large as any one of the actors in the piece.

It is hard work, too, talking against the shrieking, strident notes of the music, so naturally the actors constantly require a little liquid refreshment, and an attendant is prompt in offering tea in the tiny round basins the Chinese use; and nobody saw anything incongruous in his standing there with the teapot handy, and in slack moments taking a sip himself.

But with all this bare crudity the dresses of the principal characters, whether they are supposed to represent men or women, are most rich and beautiful. The general, with his hideously painted face and long black beard of thread, wears a golden embroidered robe that is priceless; a soldier, a sort of Dugald Dalgety, who pits himself against a modestly clad scholar, appears in a blue satin of the most delicate shade, beautifully embroidered with gorgeous lotus flowers and palms; and the principal ladies, who are really, rather pretty in spite of their highly-painted faces and weird head-dresses, wear robes that are priceless.

The fun apparently consists of repartee, and every now and then the audience, who are silent and engrossed, instead of applauding spontaneously ejaculate, as if at a word of command, "Hao!" which, I am told, means "Good!"

That audience was the best behaved and most attentive I have ever seen. It consisted mostly of men, as far as I could see, of the middle class. They were packed close together, with here and there a little table or bench; and up and down went vendors of apples, oranges, pieces of sugar cane, cakes, and sweetmeats.

## TEA AND TOWELS.

There were also people who supplied hot, damp towels. A man stood here and there in the audience, and from the outer edge of the theatre came hurrying to him over the heads of the people a bundle of these towels. For a copper or so apiece he distributed them, the members of the audience taking a refreshing wipe of face and head and handing the towels back. When the purveyor of the towels had used up his stock and got them all back again, he tied them up into a neat bundle and threw them back the way they had come, receiving a fresh stock in return. Never did a bundle of towels fail in reaching its appointed place, and scores of coppers must the vendors have pocketed. They offered us towels up in the dignified seclusion of our box, but we felt we could sustain life without washing our faces during the progress of the entertainment. Tea was brought too in the handleless Chinese basins—tea without milk or sugar but good enough to stand alone, and I drank it with pleasure.

Opposite us was the women's gallery, with Chinese ladies and Manchus with their high head-dresses. They, too, refreshed themselves with tea, and no man went near them.

And as the little plays go even I, who understand not a word, get a vague idea of what is happening. The dresses belong to a previous age. The comic servant or countryman wears a short jumper and a piece of white paper and powder about his nose. It certainly does make him look funny. The dignified scholar is arrayed all in black; the soldier the gayest of embroidered silks and satins; the lady of the inn or boarding-house—a pleasant, smiling woman with roses in her hair and tiny, nipped feet—has her forehead painted in black lace-work pattern; and when the male characters are very fierce indeed they wear long and flowing beards—beards which very seldom are attached to by the Chinese.

About 11.20 the entertainment ends with a perfect crash of music and the most orderly audience in the world goes out into the streets of the Chinese city into the clear night. Only in very recent years, they tell me, have the streets of Peking been lighted. Formerly the people went to bed at dusk, but they seem to have taken very kindly to the change, for the streets are thronged. There are people on foot, people in rickshaws, people in the springless, Peking carts, and important personages with outriders and footmen in the glass broughams which the Chinaman affects, and there are the military police. The population is law-abiding, and would keep order on its own account, but now at every corner, looking incongruous and out of place, is a military policeman in black and yellow with a rifle across his shoulder.

In the legation quarter they talk of wars and rumours of wars, and looking at these military police one understands that there is unrest in the air. Surely there must be some purpose behind all this military display, which can scarcely be needed to discipline a people where the merest rickshaw coolie seems more courteous and more well-disposed towards his fellows than the ordinary crowd pouring out of the stalls of a London theatre. Whatever the reason there they are, rifles on shoulders, at every few yards, and down on us 40 ft. high from the walls built in past ages by the Ming dynasty.

And so we go on through the thronged streets, across the Beggars' Bridge of glorious marble, under the mighty archways of the city gates into the legation quarter guarded like a fortress, and so to our sleeping hotel and to bed.

## SHIPPING NOTES.

Another addition to the fleet of the P. & O. Company has been made by the launch of the steamship *Nellora* from Messrs. Caird & Co.'s shipyard. The vessel is of 7,000 tons. She is similar to the *Nankin*, *Novara*, and *Najoya*, and is the last of an order of four vessels of the "N" class.

The liner *Curonia*, belonging to the Russian East Asiatic Steamship Company, Limited, Libu, has been sold to Japanese buyers for about £12,500. She was of 4,572 tons gross and 2,949 tons net register, and was built at Glasgow in 1890, with dimensions 336 ft. by 43.2 ft. by 28.5 ft.

## INTIMATIONS

JOHNSTONE'S

M.P.



A Really Recherché Whisky.

The best that quality of ingredients and age combined with experience and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON,

Wine and Spirit Merchants.

131

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS:

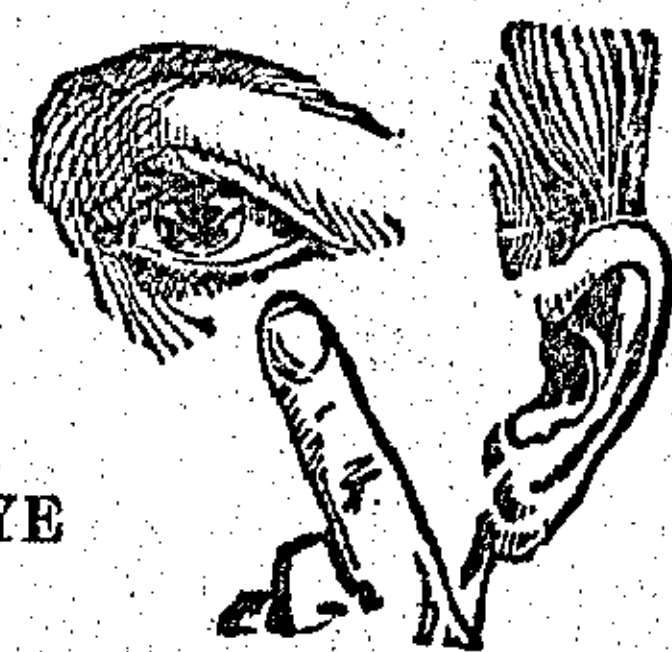
Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

41

OUR STUDY OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS. YORK BLDGS. CHATER RD. HONGKONG.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 38. Telephone No. 12.  
Telegraphic Address: Press.  
Codes: A.B.C. 4th Ed., Lieber's.

## NEW ADVERTISEMENTS.

## NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 9th instant, being the date of the Dragon Boat Festival.

E. GORDON LOWDER,  
Commissioner of Chinese Customs.  
Hongkong, 5th June, 1913. [765]

## NOTICE.

MESSRS. HOOSAIN ALI & Co. beg to notify their numerous Customers that owing to LARGE NEW STOCKS arriving shortly, they have from TO-DAY REMOVED to more commodious premises at No. 10, D'AGUIAR STREET, and will RE-OPEN Business on MONDAY, 9th JUNE.

An early visit is respectfully solicited.

Hongkong, 6th June 1913. [145]

## TRAMWAY ALTERATION, HAPPY VALLEY.

I HEREBY GIVE NOTICE, in accordance with Section 7 of the Tramway Ordinance of 1902, of my intention to apply to the Governor-in-Council for power to remove the crossover which is nearest to the entrance of the Race Course Grand Stand Enclosure to a position about 67 feet nearer Morrison Hill.

J. J. SPIDART KENNEDY,  
General Manager,  
HONGKONG TRAMWAY CO., LTD.  
Hongkong, 5th June, 1913. [759]

## WANTED.

CHINESE CLERK and TYPIST. Good handwriting and through knowledge of English indispensable.  
Apply by letter to—  
MANAGER,  
"HONGKONG DAILY PRESS" Office,  
Hongkong, 5th June, 1913. [762]

## WANTED FOR SHANGHAI.

A SECRETARY for the CHINA COAST OFFICERS' GUILD.  
Apply by letter only—  
M. CEWEN, FRICKEL & Co.,  
Hongkong, 2nd June, 1913. [737]

## WANTED.

ONE SECOND-HAND 8 inch centre SUREW-CUTTING LATHE, complete with Change Wheels, Face Plate, and Chuck. Must be in good condition.  
Apply to—  
ARRATON V. APCAR & Co.,  
Hongkong, 31st May, 1913. [736]

## MASSAGE.

SKILLFUL, Safety in the General or Electric.  
Miss MORITA,  
Care of NIMURA HOTEL,  
15, 16 and 17, Connaught Road  
Opposite Blake Pier.  
Hongkong, 8th May, 1913. [652]

SHIOYA HOTEL (late Sossida Villa)  
Inland Sea, now open for the season.  
Every comfort. Moderate rates.  
Address—  
MANAGER,  
SHIOYA HOTEL,  
Near Kobe, Japan.  
[705]

## FOR SALE.

NO. 199, WANGHAI ROAD, on INLAND LOTS No. 742 and 743.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 3rd June, 1913. [733]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.  
Correspondence and Tabulated Work turned out with Accuracy and despatch.  
Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,  
Manager,  
10, Queen's Road Central,  
(First Floor).

Telephone No. 650.  
Hongkong, 3rd March, 1913. [397]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## PUBLIC COMPANY.

A. S. WATSON & CO., LIMITED.  
NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1912 of SIXTY CENTS per Share will be Payable at the Hongkong and Shanghai Bank, Hongkong, on and after the 2nd June, 1913, on Warrants to be obtained at the Company's Office.  
The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.  
JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 2nd June, 1913. [756]

## INTIMATIONS.

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 15, Peddar Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 11th day of June, 1913, at Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of May, 1913, will be submitted for confirmation as Special Resolutions:

- (1) "That the draft new Articles be approved."
- (2) "That the new Articles already approved by this Meeting which have for the purpose of identification been subscribed by the Chairman of the Company be and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

Dated this 21st day of May, 1913.  
JARDINE, MATHESON & Co., Ltd.,  
General Agents,  
CANTON INSURANCE OFFICE, LTD. [697]

## VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium on WEDNESDAY, the 11th June, 1913, at 5.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1912.

F. LAMMERT,  
Hon. Secretary.  
Hongkong, 5th June, 1913. [760]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
ON MONDAY,

the 9th June, 1913, commencing at 2 p.m., at No. 23, Lyndhurst Terrace,  
THE WHOLE OF THE  
VERY VALUABLE  
HOUSEHOLD FURNITURE,  
&c., &c., &c.

Therein Contained:  
Comprising—MASSIVE CARVED TEAKWOOD HALL FURNITURE, WHITE ENAMELLED SILK TAPESTRY COVERED DRAWING ROOM SUITE with CHRISTFIELD SOFAS and CORNER SEAT; by Lane, Crawford & Co., HAND-SCULPTURED CHERRYWOOD FURNITURE, AMERICAN OAK CABINETS, VALUABLE OIL PAINTINGS and ENGRAVINGS, BRONZE STATUETTES, SILK TAPESTRY and LACE CRETAINS, TURKISH RUGS, etc., etc., WHITE ENAMELLED TEAKWOOD DINING ROOM SUITE by Powell, Taggart, Lister, & Co.; CUTLERY and PLATE by Messrs. Webb; MASSIVE BRASS BEDSTEPS (Box and Hair MATTRESSES), ZINC-LINED BOX OTTOMANS, WARDROBES, BUREAUS, WASHSTANDS, etc., by Lane, Crawford & Co., and Powell, a Large Quantity of NEW BED LINEN, etc., etc., LARGES ENAMELLED BATHS, PORCELAIN LAVATORY BASINS, WATER HEATERS, etc.  
Also  
Piano by Rad, Jacob Sohn in excellent condition, LARGE AMERICAN ICE CUBE, ELECTROPHONES, CEILING FANS, STANDARD LAMPS, FITTINGS, etc., CHINA and GLASS, LABOS AMERICAN COGNACINATION SAFE, and a Quantity of SILVER WARE  
(Full Particulars from Catalogues).  
On View from SATURDAY, 7th June, 2 p.m.  
Terms:—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 5th June, 1913. [761]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of June, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements (Approximate).	Contents (Approximate).	Area (Approximate).	Useful Area.
No. 113	100 feet by 100 feet	100 feet by 100 feet	10,000 sq. feet	10,000 sq. feet
No. 114	100 feet by 100 feet	100 feet by 100 feet	10,000 sq. feet	10,000 sq. feet
No. 115	100 feet by 100 feet	100 feet by 100 feet	10,000 sq. feet	10,000 sq. feet

As per site plan. [747]

## INTIMATIONS.

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## WHY NOT SLEEP SOUND

## THESE HOT NIGHTS?

## STAPLES

WILL ENSURE THIS IF YOU USE ONE.

## YOU KNOW

THE OLD WOVEN WIRE "SAGS,"  
CROOKS THE SPINE, CAUSES  
BACKACHE, HEADACHE, NERVES,  
INDIGESTION AND THAT TIRED  
FEELING ON WAKING.

## STAPLES

## SPIRAL SPRING MATTRESS

"CANNOT SAG." THE SPRINGS  
MOULD THEMSELVES TO THE BODY.  
SLEEP STRAIGHT AND REAP  
THE BENEFIT OF A GOOD NIGHT'S  
SLEEP.

## "A STAPLES MATTRESS MEANS BETTER HEALTH."

CALL AND INSPECT ONE.

## LANE, CRAWFORD &amp; Co.

## PEEK, FREAN &amp; CO'S. CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED  
PER S.S. "NARRUNG."

STOCKED BY  
WING ON CO.  
KWONG HIP SHING.  
KWONG WAH.  
AND OTHER LEADING COMPRADORES.  
ASK FOR  
PAT-A-CAKE.  
SHORT CAKE.  
TEDDY BEAR.  
LEMON PUFF CREAM.  
CLOTTED CREAM.

## REPRESENTATIVES FOR HONGKONG AND SOUTHERN CHINA: MacEWEN, FRICKEL &amp; Co.

## LOCATION: CAUSEWAY BAY IN OUR SPECIALLY ERECTED MAT-SHEDS.

## THE HIPPODROME CIRCUS AND MENAGERIE

AGAIN TO-NIGHT!  
AGAIN AND EVERY EVENING AT 9.15 P.M.  
MATINEES EVERY WEDNESDAY AND SATURDAY, AT 4 P.M.  
Children Half-Price to Matinees only.  
FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.  
Special Late Train after each Performance.  
Box Plan at ROBINSON PIANO CO., LTD.  
COL. BOB LOVE, Touring Manager.  
Hongkong, 3rd June, 1913. [723]

## TO LET.

TO LET.  
NO. 2, WEST END TERRACE, Shamshu.  
No. 155, PRAYE EAST, GODOWN.  
FOR SALE or TO LET.  
Unfurnished, a HOUSE at The Peak.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [65]

TO LET.  
"BREEZY VILLA," No. 2, Park Road.  
4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour.  
For Rent, etc., please apply to—  
YAP HOK LING,  
No. 4, Kipon Terrace.  
Hongkong, 28th March, 1913. [507]

TO LET—AT KOWLOON.  
NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.  
Also  
NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.  
Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 12th May, 1913. [663]

## TO LET.

TO LET.  
A HOUSE in KNOTSFORD TERRACE.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [505]

TO LET.  
SHOP, No. 12, Queen's Road Central.  
OFFICES, Nos. 12 & 14, Queen's Rd. Central.  
No. 9, MOUNTAIN VIEW, PEAK.  
No. 5, STEWART TERRACE, PEAK.  
Apply to—  
M. J. D. STEPHENS.  
Hongkong, 25th May, 1913. [722]

## TO LET.

TO LET.  
ON 2ND FLOOR, No. 2, PEDDER STREET ONE-ROOMED OFFICE.  
Apply Property Office.  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 23rd May, 1912. [66]

TO LET.  
Occupation from 1st June.  
THE PREMISES No. 6, DES VŒUX ROAD, CENTRAL, now nearing completion. Suitable for Banking and other Offices, &c.  
Apply to—  
DAVID SASOON & Co., Ltd.  
Hongkong, 15th May, 1913. [675]

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.  
Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
N. J. STARR,  
Chief Manager.  
Hongkong, 1st July, 1911. [19]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,700,000  
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened, and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
A. S. HEWITT,  
Acting Manager.  
Hongkong, 14th April, 1913. [153]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York  
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:  
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$1,000,000  
equal to £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMIT TANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.  
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.  
GEORGE HOGG,  
Manager.  
9, Queen's Road,  
Hongkong, 2nd November, 1912. [220]

## TO LET.

NO 21, SHELLEY STREET.  
"CRAIG RYBIE," No. 4, The Peak, To Let. 8 ROOMS; Toilets and Croquet Lawns; Fine Situation.  
From 1st February, 1913, MERION No. 1 PEAK, Furnished or Unfurnished. 6 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak. 5 ROOMS.  
For Sale. "LADDEROCKE," No. 9, Connaught Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.  
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings  
Hongkong, 5th May, 1913. [64]

TO LET OR FOR SALE.  
UNDER THE PINES at ROXBOROUGH.  
3 FINE BUNGALOWS on upwards of 3,000, 4,000 and 5,000 acres of land, Fully Furnished, 20 minutes' walk from the Golf Links.  
Apply to—  
WHYMARK ALLISON & CROMBIE,  
Estate Agents,  
72, Kio Machi, Kobe, Japan.  
Kobe, 16th May, 1913. [706]

TO LET.  
"EDGEHILL," No. 6a, The "EAK" FURNISHED. For particulars apply to—  
R. SUTHERLAND,  
JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 9th May, 1913. [598]

TO LET.  
1ST FLOOR, No. 8, Wood Road.  
Apply to—  
THE YEE YUEN,  
No. 192, Queen's Road East.  
Hongkong, 14th May, 1913. [669]

TO LET.  
FLATS, "WILD DELL," No. 147 Wanchai Road. Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality.  
"HOMESTEAD," No. 43, PEAK.  
Apply to—  
TSANG KIT-FAN,  
Comptroller Department,  
HONGKONG & SHANGHAI BANKING CORPORATION.  
Hongkong, 29th April, 1913. [522]

TO LET—from 1st July.  
THE Premises including the Silk Godown in Canton on Shamshu Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith.  
Apply to—  
DAVID SASOON & Co., Ltd.  
Hongkong, 15th May, 1913. [676]

TO LET.  
LA HACIENDA EAST, 74, Mount Kellet Road.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st June, 1913. [587]

## BANKS.

## THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000  
SUBSCRIBED ... £1,250,000  
PAID UP ... £625,000  
RESERVE FUND ... £415,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:  
LONDON JOINT STOCK BANK, LTD.  
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST ALLOWED ON CURRENT ACCOUNTS at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.  
A. R. LINTON,  
Manager.  
Hongkong, 20th May, 1913. [40]

YOKOHAMA SPECIE BANK LIMITED.  
AUTHORISED CAPITAL ... Yen 40,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at:  
Aomori, Hankow, Kobe, London, Lyons, Shanghai, Singapore, Sui-Foo, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.  
EISHI ONO,  
Manager.  
Hongkong, 31st March, 1913. [443]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)  
Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:  
Amoy, Canton, Foochow, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Taipei, Tokyo, Yokohama.

HONGKONG OFFICE,  
3, DES VŒUX ROAD.  
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.  
K. TSUDZUABARA, Manager.  
Hongkong, 1st May, 1913. [636]

## NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (£1,250,000)  
Paid up Capital Fl. 14,905,350 (£1,241,112)  
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK.  
SWISS BANKERS.

BRANCHES AND AGENTS all over the world.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.  
G. VERMEY, Manager,  
No. 8, Des Vœux Road Central.  
Hongkong, 23rd April, 1913. [21]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000  
RESERVE FUNDS:  
STRIKING ... £1,500,000 at 2/- = £15,000,000  
SILVER ... £17,200,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COUNCIL OF DIRECTORS:  
Hon. Mr. D. LAMDALE—Deputy Chairman.  
G. F. FRIEDLAND, Esq., W. L. FETTERMAN, Esq.,  
C. S. GIBNEY, Esq., J. A. PLUMMER, Esq.,  
F. H. HOLYOAK, Esq., Hon. Mr. E. SHELLIN,  
G. R. LAURENS, Esq., H. A. STEBE, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STARR.  
MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 1/2 per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent per Annum.  
For 6 months, 3 1/2 per cent per Annum.  
For 12 months, 4 per cent per Annum.  
N. J. STARR,  
Chief Manager.  
Hongkong, 8th May, 1913. [18]



**Johnstone & Co.**  
The Scotch Whisky of the World

**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

**CHEESE**  
We beg to inform our Customers that  
we have received a New Shipment  
of our well-known CANADIAN STILTON  
CHEESE.

**THE DAIRY FARM CO., LTD.**

**GRACA & CO.**  
PRINCE ST. (Hongkong Hotel Building)  
Dealers in  
POSTAGE STAMPS, PICTORIAL  
POST CARDS, CIGARS, BOOKS,  
TOYS, &c.  
Just Received  
FRESH SUPPLY OF  
VEGETABLE SEEDS.

**Overcome Your Doubt**  
Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

**Beecham's Pills**  
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## THE SCOT AND GOLF.

## CLAIMS TO SUPREMACY ON THE LINKS.

MORE SHOTS IN HIS BAG.

The Scottish golfing camps, both in the South and over the border, are up in arms against the contention held by the Englishman is now a better golfer than the Scot, from whom, it is said, the glory has at last departed. The "bang went" of his pre-eminence at "golf" and therefore feel it my sacred duty (writes Mr. C. B. Macfarlane, the Scottish internationalist, in the *Daily News and Leader*) to take up the cudgels on behalf of my countrymen, and incidentally myself. There still hangs on the walls of a famous Scottish clubhouse the following notice, which to my mind has a very considerable bearing on the subject which is so seriously exercising the thoughts and pens of so many golfers, good, bad, and indifferent: "Golfers do replace the turf; others must." And I would have you bear that in mind when considering the important subject of golf supremacy. The whole structure of this most interesting question hangs on the definition of the words "best golfers." In Scotland a "golf gowfer" means a player who has a great many shots in his bag, whereas in England the definition of the same two words is not applied in the same way, but is given to the man who wins; and the man who wins at golf is not always the best golfer. There are any number of English players who go on to the tee and have to shuffle about to find their stance. They then try to find out if their grip is correct, and after many anxious moments—to the spectator—hit the ball down the middle of the course. Coming to the approach, they play the same shot hole after hole, and while I admit that they get there, they seem unable to vary the shot to suit the conditions of wind and ground.

## A CONTRAST.

The Scot, on the other hand, will, and does, play all his approach shots after considering how best to beat the conditions with the least possible risk. On the tee the Scot finds his position at once. With few exceptions, there is no great delay before the ball is driven away, and though a few may shuffle about, yet it is more a mannerism than an inability to find the correct stance. I well remember a well-known player of the old school being asked if so-and-so was a good golfer. His reply was: "No; he gets there, but he is not a good golfer." There is something in the golf of the Scot difficult to define which is entirely absent from the play of the Englishman. The Southerner has not the same wrist-work—his swing is more of a stiff-arm movement. This may tend to accuracy, but it does not make for long driving. Take the simple running shot with the iron, once described in my hearing by an English golf writer as a "scuffie"—a most absurd word to apply to any golf shot—the English player cannot execute that shot with the same delicacy or certainty as the Scot. When the Southerner does play it he appears always to me to have floundered the ball, and if he does attempt a run-up shot, it comes the putter, whereas the Scot would invariably use the iron. Thus, from a Scottish point of view, the mere fact of a player using the iron in place of the putter stamps him as a better golfer, though he might not win that match; but in a series of games the Scot would win the greater proportion and—may be—"two three half-erons."

## THE SCOT'S DISADVANTAGE.

The Englishman also spends much more time over his golf than the Scot. He has one great advantage in having Sunday golf, and that usually means that he plays on Saturday and Sunday. Two consecutive days' golf in the week make a tremendous difference to one's game, whereas the Scot at home can only play on Saturday.

Looking through the list of amateur champions one is forced to the conclusion that those players have had a tremendous amount of time for golf. England has more wins to her credit than Scotland, but that is no argument in favour of the Englishman being a better golfer. The English golfer has the leisure and takes full advantage of it to practice. Clubs, balls, travelling, and other expenses are a secondary consideration with him, whereas the Scot at home is generally speaking, greatly handicapped by want of leisure as well as funds.

If the English player goes off his game he goes to his professional to put him right again, but the Scot cannot and does not do so; he goes out with the particular club and finds out for himself where he has gone wrong, and is not satisfied until he has thoroughly cured the "disease." Although England has six more championships than Scotland to her credit, she has only six names for 16 wins, while Scotland has seven names for ten wins. Again, in international matches Scotland has lost only two out of ten; and she showed last year at Westward Ho! that out of an entry of 138 she was able to select a team of ten players from a Scottish entry of 1 believe 15, and beat what was considered one of the best English entries ever received for the amateur championship.

## ALL "GOLF GOWFERS."

Some years ago the St. Andrew's Thistle used to play Carnoustie a club match of 20 aside, and the top man of the St. Andrew's team could not give the bottom man a single shot. Is such a thing possible in England? Edinburgh is full of good players, who not only look but are "golf gowfers," but it is the want of time and money that alone prevents the Scot from coming out more often on the tee.

There are points and subtleties in the game which the Southerner seems unable to assimilate. Can we describe a player a good golfer who wishes to abolish the stymie, or who says the hole is too small, and should he find a bad lie through the fairway will complain to the committee or the poor secretary? Generally speaking, the Southerner player has not yet grasped the spirit of the game. It is a game of difficulties to be overcome and not made easy—a game of hard knocks and victory wrested from your grasp at the

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THE BORNIO Co., Singapore.  
THE DISPENSARY, Ltd., 43b, Raffles Place, Singapore.

last moment. When the English players as a body can play the game as we Scotchmen understand and play it, then let them raise the question as to whether they are the best golfers. I most emphatically assert that at present they are not.

## LATEST STEAMER MOVEMENTS.

The American & Oriental Line str. *Jacovic* left Keelung on the 4th June, and is due to arrive here on the morning of the 6th June.

## VESSELS PASSED ANJER.

May 1, British str. *Luertes*, May 1, from Batavia for Amsterdam.  
May 2, British str. *Strathgarry*, from New York for Hongkong.  
May 3, British str. *Poliphemus*, Smith, from Liverpool for Batavia.  
May 3, British str. *American transport*, from Tampa for Batavia.  
May 3, British str. *Perthshire*, from London for Brisbane.  
May 3, British str. *Islander*, May 3, from Singapore for Christmas Island.  
May 5, Dutch str. *Kanbangan*, Rugee, from Batavia for Amsterdam.  
May 6, British str. *Teenak*, May 4, from Tjilatjap for Batavia.  
May 7, Dutch str. *Menado*, Merburg, March 30, from Rotterdam for Batavia.  
May 11, Dutch str. *Sindoro*, 3rd March, April 5, from Rotterdam for Batavia.  
May 14, German str. *Stolberg*, May 12, from Tjilatjap for Batavia.  
May 14, British str. *Islander*, May 12, from Christmas Island for Singapore.  
May 15, British str. *Glaucus*, from Swansea for Batavia.  
May 18, British str. *Fitzclarence*, from East for Westward.  
May 20, Dutch str. *Tantalus*, May 18, from Tjilatjap for Batavia.

THE NEW FRENCH REMEDY.  
**THERAPION No. 1**  
"THERAPION No. 2"  
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CURE FOR ALL THE AFFECTIONS OF THE CERVIX.  
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CURE FOR ALL THE AFFECTIONS OF THE SIGMOID COLON.  
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CURE FOR ALL THE AFFECTIONS OF THE ILEO-TERMINAL COLON.  
CURE FOR ALL THE AFFECTIONS OF THE ILEO-CAECUM.  
CURE FOR ALL THE AFFECTIONS OF THE ILEO-CAECUM.  
CURE FOR ALL THE AFFECTIONS OF THE ILEO-CAECUM.

**NOTICES TO CONSIGNEES.**  
"NOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
The Steamship "ERROLL"  
FROM GLASGOW LIVERPOOL AND STRAITS.  
CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before the Goods are landed at the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 5th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.  
Hongkong, 3rd June, 1913. [757]

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**NOTICES TO CONSIGNEES.**  
NOTICE.  
9297/8. 10 B's Old Newspapers ex s.s. "DELEPHON," arrived 10/2. Hongkong from United Kingdom 25th Nov. 1912. Bill of Lading No. 193.  
105/6. 10 B's Old Newspapers ex s.s. "AJAX," arrived Hongkong from United Kingdom 6th November, 1912. Bills of Lading No. 139.  
31/50. 20 B's Old Newspapers ex s.s. "AJAX," arrived Hongkong from United Kingdom 6th November, 1912. Bills of Lading No. 139.  
The above Cargo at present lying in Godown No. 3, Holt's Wharf, Kowloon, and being in bad condition, will, unless claimed within Fifteen Days from Date of this Notification, be sold to defray Storage Charges.  
BUTTERFIELD & SWIRE, Agents, OCEAN STEAMSHIP CO., LTD., CHINA MUTUAL S.N. CO., LTD., Hongkong, 30th May, 1913. [731]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer "SUNDA"  
Arrived Hongkong on 31st May, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT, Superintendent. Hongkong, 31st May, 1913. [73]

**AMERICAN AND MANCHURIAN LINE.**  
**NOTICE TO CONSIGNEES.**  
FROM NEW YORK.  
THE Steamship "SWAZI"  
Captain H. J. Abbey, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th inst., at 10 A.M.  
All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 2nd June, 1913. [749]

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
S.S. "BENCLEUCH"  
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.  
CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before the Goods are landed at the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 5th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th June, 1913. [758]

**NOTICES TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer "ARCADIA"  
Arrived Hongkong on 4th June, 1913, FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Cargo will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT, Superintendent. Hongkong, 4th June, 1913. [759]

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## VESSELS ON THE BERTH

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"ASSAYE,"  
Capt. G. J. Caldwell, carrying his  
majesty's mails, will be despatched from  
this port for BOMBAY, TO-MORROW,  
on 7th June, 1913, at Noon, taking  
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connection with the Co.'s s.s. "MOREA,"  
from Colombo, passengers' accommodation  
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Parcels will be received at the Office  
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required.

For further particulars, apply to  
B. A. HEWETT,  
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Hongkong, 26th May, 1913.

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"JESERIO,"  
Capt. E. White, will be despatched for the  
above ports TO-MORROW, the 7th June.  
For freight and further information apply to  
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Hongkong, 30th May, 1913. [670]

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ANTWERP.

## THE Steamship

"GLENURR,"  
Capt. E. Webster, will be despatched for the  
above ports on 9th June, 1913.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
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Hongkong, 29th May, 1913. [607]

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Hongkong, 2nd June, 1913. 1718

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1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blakes Pier	3. From Blakes Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG.	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	About 11th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	About 20th July.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.	ALEXIA	Ger. str.	On 11th inst.
HAVRE, BREMEN & HAMBURG, &c.	BERGOVIA	Ger. str.	On 19th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	BRADSHAW	Ger. str.	On 2nd July.
MARSEILLES, LONDON & ANTWERP	BRADSHAW	Ger. str.	On 9th inst.
MARSEILLES & HAMBURG &c.	BRADSHAW	Ger. str.	On 12th inst.
MARSEILLES VIA SINGAPORE, SUEZ, COLOMBO, PORT SAID	BRADSHAW	Ger. str.	On 17th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRADSHAW	Ger. str.	On 18th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	BRADSHAW	Ger. str.	On 28th inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	BRADSHAW	Ger. str.	On 12th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	BRADSHAW	Ger. str.	On 17th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	BRADSHAW	Ger. str.	On 25th inst., at 1 p.m.
VICTORIA, VANCOUVER & SEATTLE	BRADSHAW	Ger. str.	About 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRADSHAW	Ger. str.	On 11th inst., at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRADSHAW	Ger. str.	On 13th inst., at 5 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BRADSHAW	Ger. str.	About 15th inst.
NEW YORK	BRADSHAW	Ger. str.	To-morrow.
BOSTON & NEW YORK	BRADSHAW	Ger. str.	On 20th inst.
VANCOUVER, SEATTLE & TACOMA & PLYMOUTH (Oz.)	BRADSHAW	Ger. str.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	BRADSHAW	Ger. str.	About 17th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	BRADSHAW	Ger. str.	On 11th inst., at 5 p.m.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	BRADSHAW	Ger. str.	On 17th inst., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	BRADSHAW	Ger. str.	On 1st July, at 5 p.m.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	BRADSHAW	Ger. str.	On 22nd inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	BRADSHAW	Ger. str.	On 14th inst., at 9 a.m.
CAPE POINTS VIA MAURITIUS	BRADSHAW	Ger. str.	On 16th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	BRADSHAW	Ger. str.	On 21st inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	BRADSHAW	Ger. str.	On 2nd July, at Noon.
AUSTRALIAN PORTS VIA MANILA	BRADSHAW	Ger. str.	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	BRADSHAW	Ger. str.	On 12th inst., at D'light.
MEXICAN PORTS VIA MANILA	BRADSHAW	Ger. str.	To-day, at 3 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 9th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 19th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 24th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 28th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 22nd inst., P.M.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	Quick despatch
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 14th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	To-day.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 6th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	To-morrow, at M'night.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 7th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 9th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 11th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 12th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 12th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 13th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 16th inst., at 7 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 19th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	About 20th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 28th inst., at 5 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	Quick despatch
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 11th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 12th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 8th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 9th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 13th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	To-day, at 4 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	To-morrow, at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 14th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 16th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 20th inst., at 1 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 10th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 12th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 14th inst.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 14th inst., at Noon.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	End of June.
YOKOHAMA, KOBE & MOJI	BRADSHAW	Ger. str.	On 7th inst.

## SHIPPING

## ARRIVALS.

BENLID, British str., 2,363, A. Tough,  
3th June—Mojl 30th May, Coal.  
Gibb, Livingston & Co.  
DEVAWONGSE, British str., 1,047, Shearson,  
5th June—Saigon 1st June, Rice.  
A. Buno & Co.  
LAERTES, British str., 1,370, C. C. Williams,  
4th June—Saigon 1st May, Rice and  
General.—Chinese.  
LINAN, British str., 1,366, C. C. Williams,  
5th June—Shanghai 1st June.  
Butterfield & Swire.  
MARIE, German str., 1,200, J. Pauchon,  
4th June—Guaymas 1st May, General.—  
Jensen & Co.  
MISUMI MARU, Japanese str., 1,070, U.  
Chikoshi, 5th June—Kwang 2nd  
June, Flour.—A. Buno & Co.  
SABINE RICKMERS, Dutch str., 373, Jagt,  
4th June—Yokohama 25th May, BULM  
Oil.—Asiatic Petroleum Co.

## DEPARTURES.

June 5th.

CARL DIEDERICHSEN, Ger. str., for Ho-how.  
BENLID, British str., for Nagasaki.  
AFRICAN MONARCH, British str., for Kobe.  
ARCADIA, British str., for Shanghai.  
GENSPER, British str., for Calcutta.  
HALOTIS, Dutch str., for Canton.  
HANOTI, French str., for Haiphong.  
HAKUTO MARU, Jap. str., for Sourabaya.  
HONGKONG MARU, Jap. str., for Cullao.  
KAGA MARU, Japanese str., for Yokohama.  
KWONGSANG, British str., for Shanghai.  
KYODO MARU, Japanese str., for N'chang.  
MATILDE, German str., for Canton.  
RAJAH, German str., for Sandakan.  
TOO SUI, Chinese str., for Hongay.

## SHIPPING REPORT.

The British str. *Linan* reports: Fog at  
first; thence strong S.S.V. winds with  
heavy thunderstorm and much rain  
approaching to Hongkong.

## PASSENGERS.

ARRIVED.

Per *Linan*, from Shanghai, Mr. Sly.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru*, which  
sailed San Francisco on the 12th May,  
is expected to arrive at this port via  
Honolulu, Japan ports and Shanghai on  
the 6th June, between 4 and 6 p.m.  
The T.K.K. str. *Trigo Maru* leaves  
Kobe for Hongkong on the 6th June, and  
is due on the 17th June.

The T.K.K. str. *Shingo Maru* leaves  
San Francisco for Hongkong on the 7th  
June, and is due in Hongkong on the  
5th July.

## THE GERMAN MAIL.

The I.G.M. str. *Derfflinger* carrying the  
German Mails with dates from Berlin  
14th May, has left Colombo on 31st May,  
and may be expected here on or about  
11th June.

## MERCHANT STEAMERS.

The Swedish East Asiatic Co.'s str.  
*Canton* left Singapore on the 1st June,  
and is expected to arrive here on the  
7th June.

The Bank Line str. *Doverie*, from  
Tacoma, arrived at Yokohama on the 30th  
May, and is due at Hongkong on the 10th  
June.

The Swedish East Asiatic Co.'s str.  
*Ceylon* left Port Said on the 27th May,  
and is expected to arrive here on the  
20th June.

The T.K.K. str. *Kaga Maru* arrives at  
Honolulu from Manila on the 11th June,  
and is due in Hongkong on the 20th July.

The American & Manchurian Line str.  
*Suez* passed the Suez Canal on the 6th  
May, for Hongkong direct.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Samsang*, from Singapore, is due in  
Hongkong 6th June.  
*Footang*, from Calcutta, is due in Hong-  
kong 11th June.

*Laisang*, from Calcutta, is due in Hong-  
kong 13th June.  
*Chipsing*, from Weihaiwei, is due in  
Hongkong 8th June.

## SHIRE LINE, LIMITED.

*Monmouthshire*, from London, is due in  
Hongkong 17th June.  
*Barpaga*, from Portland, arrived at  
Kobe on the 2nd June, and is expected  
to arrive Hongkong on the 13th June.

*Vestalia*, from London, is due in Hong-  
kong 20th June.

## THE INDIAN MAIL.

*Indragiri*, from New York, is due in  
Hongkong 20th June.  
BRITISH INDIA STEAM NAVIGATION CO., LTD.  
*Itola*, from Rangoon, is due in Hongkong  
11th June.

CANADIAN PACIFIC  
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
STEAMERS	Hong- kong	Shai Wong	Naga- saki	Kobe	Yoko- hama	Vanco- ver	Quebec	Liver- pool	Liver- pool	Quebec	STEAMERS	Vanco- ver	Yoko- hama	Kobe	Naga- saki
EMPERESS OF INDIA	Leave 7 June	Leave 10 June	Leave 12 June	Leave 13 June	Leave 15 June	Arrive 27 June	3 July	10 July	Leave 23 May	30 May	EMPERESS OF JAPAN	Leave 4 June	18 June	19 June	21 June
MONTEAGLE	21 June	24 June	26 June	28 June	1 July	15 July	24 July	31 July	6 June	13 June	EMPERESS OF RUSSIA	18 June	29 June	30 June	2 July
EMPERESS OF JAPAN	2 July	5 July	7 July	9 July	11 July	23 July	31 July	7 Aug.	20 June	27 June	EMPERESS OF INDIA	2 July	16 July	17 July	19 July
EMPERESS OF RUSSIA	16 July	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	—	—	MONTEAGLE	23 July	8 Aug.	11 Aug.	13 Aug.
EMPERESS OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	18 July	25 July	EMPERESS OF JAPAN	30 July	13 Aug.	14 Aug.	16 Aug.
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	1 Aug.	8 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.

## PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Passage Rates
EMPERESS OF RUSSIA	Inclusive of Meals and Sleeper across Canada. £71.10
EMPERESS OF ASIA	do. do. £71.10
EMPERESS OF INDIA	do. do. £65
EMPERESS OF JAPAN	do. do. £67
MONTEAGLE	Meals and Sleeper across Canada. £43

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants,  
Missionaries, etc. Particulars on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-  
SIBERIAN ROUTE.  
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

## THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine  
steamers, the finest, fastest and most luxurious on the Pacific.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic  
Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND".

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless  
Installation.  
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF  
JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please  
Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SANDAKAN	"MAUSANG" Saturday, 7th June, Noon.
MANILA	"LAONGSANG" Saturday, 7th June, 2 p.m.
KOBE	"PAUSANG" Monday, 9th June, Noon.
SHANGHAI	"CHOUSANG" Monday, 9th June, Noon.
TIENTSIN	"CHUSANG" Tuesday, 10th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Tuesday, 10th June, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Thursday, 12th June, 2 p.m.
MANILA	"TUENSANG" Saturday, 14th June, 2 p.m.

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "MAUSANG" and "PAUSANG" leave about every 3 weeks for  
Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied  
20 days. This service is supplemented by the "LAISANG" and "KUMSANG" leaving Hongkong  
at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong.  
Time occupied 16 days.

These vessels have all modern



# BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "DILWARA," 5,378 tons, Captain Ramnag, R.N.M., will be despatched to KOBÉ and MOJI on 6th June, at 3 p.m.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBÉ and MOJI on 30th June.

### WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, R.N.M., will be despatched for SINGAPORE, PENANG and CALCUTTA on 7th June, at 1 p.m.  
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched on about 25th June.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to  
**DAVID SASSOON & CO., LTD.**  
Agents.  
Hongkong, 5th June, 1913.

## "THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMERS	TONS	COMFORT.	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws		SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws		KOBÉ (via Inland Sea),
KOREA	18,000 tons, twin screws	SAFETY.	YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws		LULU (the Paradise of the
NILE	11,000 tons		Pacific) through Service via
CHINA	10,200 tons	SPEED.	NEW YORK to Europe.
PERSEA	9,000 tons		

### SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.10) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	Starting	TUESDAY	10th June, at 1 p.m.
MONGOLIA	27,000		TUESDAY	1st July, at 3 p.m.
PERSIA	9,000		TUESDAY	8th July, at 1 p.m.
KOREA	18,000		TUESDAY	22nd July, at 1 p.m.
SIBERIA	18,000		TUESDAY	29th July, at 3 p.m.
CHINA	10,200		TUESDAY	5th Aug., at 1 p.m.
MANCHURIA	27,000		TUESDAY	19th Aug., at 1 p.m.
NILE	11,000		TUESDAY	26th Aug., at 3 p.m.
MONGOLIA	27,000		TUESDAY	2nd Sept., at 1 p.m.

INTERMEDIATE STEAMERS:  
Passengers holding through Tickets have the privilege of travelling by Train between KOBÉ and YOKOHAMA Free of Charge.

### HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
1st July ... PERSIA ...	3rd July ...	21st June ... PERSIA ...	23rd June ...
8th July ... KOREA ...	10th July ...	19th July ... CHINA ...	21st July ...
29th July ... CHINA ...	31st July ...	27th July ... MANCHURIA ...	29th July ...
19th Aug. ... NILE ...	21st Aug. ...	17th Aug. ... NILE ...	11th Aug. ...
16th Sept. ... PERSIA ...	18th Sept. ...	17th Aug. ... MONGOLIA ...	19th Aug. ...

### LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING opposite Blake Pier  
O. H. RITTER, Acting Agent.  
Panama-Pacific International Exposition—San Francisco—1915

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
via SHANGHAI.

FOR	STEAMER	To SAIL.
SHANGHAI, KOBÉ and ATLANTIQUE	Capt. Lidia	On 16th June, at 7 a.m.
YOKOHAMA	Capt. Lidia	On 17th June, at 1 p.m.
MARSEILLES via PORTS	Capt. Valat	On 17th June, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS, from \$27.10 up to \$71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.  
For further particulars apply to  
**P. THOMAS, AGENT,**  
QUEEN'S BUILDING.

## THE BANK LINE, LIMITED.

(ANDREW WHIR & CO.)

### TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM  
HONGKONG  
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.  
ARRIVING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.  
FROM HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.

### ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIE" On 2nd June.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

## HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.  
FRIDAY, 6th JUNE, 1913.

8 a.m. "KINSHAN."	8 a.m. "FATSHAN."
10 p.m. "FATSHAN."	5 p.m. "HONAM."

SATURDAY, 7th JUNE, 1913.  
8 a.m. "HONAM." 8 a.m. "KINSHAN."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776; Night steamers Call No. 775.

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "HUUNGSHAN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 8th JUNE, 1913  
"HUUNGSHAN"  
The Company's Steamship  
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "BANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AFRICA," 8,840 tons, will leave as above on 13th June, at 5 p.m.  
Superior accommodation for 1st and 2nd Class passengers; no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), \$50 1st, \$36 2nd, \$19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (COLOMBO), COLOMBO, BOBIA (KARACHI), ADEN, SUEZ AND PORT SAID.  
S.S. "GISELA," will leave as above about 1st July. (For Cargo only).  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.  
RAILWAY FARES: BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I \$28.15, II \$21.15, III \$16.15.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Basel, Calais or Boulogne, Class I \$28.15, II \$21.15, III \$16.15.  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I \$20.11, II \$15.09, III \$10.09.  
BY TAVERN EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I \$27.15, II \$21.15, III \$16.15.  
TO SHANGHAI.  
S.S. "KOEBER," 9,900 tons, will leave as above on 28th June, at 5 p.m.  
FARES: Hongkong-Shanghai, \$6 1st, \$4 2nd, \$2 3rd Class.  
TO KOBÉ via SHANGHAI, YOKOHAMA.  
S.S. "E. F. FERDINAND," 12,500 tons, will leave as above about 28th June.  
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 5th June, 1913.  
Princes' Building.

## SWEDISH EAST ASIATIC CO., LTD.

### GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILINGS  
SHANGHAI, YOKOHAMA, "CANTON" 6,500 About 7th June.  
KOBÉ and MOJI "CEYLON" 9,000 About 20th June.  
For Freight and Further Particulars apply to  
**ARTHUR NILSSON & CO.,**  
VORKE BUILDINGS, Top Floor.

## SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC.

### TOYO KISEN KAISHA

TRANS-CONTINENTAL

### WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.  
S.S. CHIYO MARU... 22,000 tons.  
S.S. SHINYO MARU... 22,000 tons.

AND  
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, orkney, baseball, dances and free newspaper containing World's happenings by wireless.

### WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago, via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Foothill River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

**O. LACY GOODRICH,**  
GENERAL ORIENTAL AGENT,  
75 MAIN STREET, YOKOHAMA.  
AND KING'S BUILDING, HONGKONG.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	AKI MARU Capt. Kon.	12,500	WEDNESDAY, 18th June, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses.	16,000	WEDNESDAY, 2nd July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. R. Shimizu.	12,500	TUESDAY, 17th June, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winokler. INABA MARU Capt. S. Tominaga.	9,500 12,500	WEDNESDAY, 2nd July, at Noon. WEDNESDAY, 30th July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU Capt. Kawashima.	6,000	SATURDAY, 14th June.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Tasswa.	6,000	MONDAY, 9th June.
KOBÉ and YOKOHAMA	ATSUTA MARU Capt. —	16,000	THURSDAY, 19th June, at 11 a.m.
KOBÉ and YOKOHAMA	HAKATA MARU Capt. Nomura.	12,500	MONDAY, 9th June.
NAGASAKI, KOBÉ and YOKOHAMA	RANGOON MARU Capt. Kamoshida.	12,500	FRIDAY, 6th June.

### REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.  
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

**T. KUSUNOTO, MANAGER.**

TELEPHONE Nos. 232 and 1241.

(11—12—13)

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ASSAYE ...	June 7	MOREA ...	July 6	July 12
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE. £106.14 RETURN.  
2nd " £48.8 " £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	August 29	Sept. 7
SINLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON:  
1st SALOON £55.0 SINGLE. £82.10 RETURN.  
2nd " £33.10 " £57.4

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

**B. A. HEWETT,**  
SUPERINTENDENT.



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA Capt. R. E. Peel SARDINIA Capt. G. Masley	About 6th June About 12th June	Freight only Freight and Passage
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Caldwell	Noon, 7th June	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.	About 11th June	Freight and Passage
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

S. A. HEWETT,  
Superintendent.

Hongkong, 5th June, 1913.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LEIAN"	On 7th June, 4 P.M.
CHEFOO, NEWCHANG & CHINWANTAO	"YOUNG"	On 10th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 10th June, 4 P.M.
SHANGHAI	"ANHUI"	On 12th June, 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 14th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 6th June, 1913. TELEPHONE 36. AGENTS**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
**SWATOW, AMOY AND FOOCHOW**  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 6th June, at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgkin ...	TUESDAY, 10th June, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 13th June, at 11 A.M.

FOR **SWATOW** AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. J. W. Evans ...	(MONDAY) 9th June, at 11 A.M.
		(WED'DAY) 11th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 5th June, 1913.

**THE EASTERN & AUSTRALIAN**  
**STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	On 27th June.	On 21st June, 11 A.M.
EASTERN ...	On 27th June.	On 19th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

47

**HAMBURG-AMERIKA LINIE.**  
IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Cienfuegos, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th June.	S.S. ALESIA ... 11th June.
S.S. C. FERD LARISZ ... 19th June.	For MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 30th June.	S.S. SAMBIA ... 12th June.
S.S. SILESIA ... 20th July.	For HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 30th July.	S.S. SEGOVIA ... 19th June.
	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
	S.S. C. FERD LARISZ ... 20th June.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERST BUELOW ... 28th June.
	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

Hongkong, 3rd June, 1913.

19

**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE-SCREW TORBINE Steamers

**CHIYO MARU, SHINYO MARU**  
**TENYO MARU.**

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

**"NIPPON MARU."**INTERMEDIATE STEAMER  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 17th June, Noon.
TENYO MARU ...	E. Bent ...	SATURDAY, 21st June, at Noon.
SHINYO MARU ...	W. C. T. Filaet ...	SATURDAY, 12th July, at Noon.
CHIYO MARU ...	W. W. Greene ...	THURSDAY, 7th Aug., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—  
BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU ...	17,200 ...	TUESDAY, 5th Aug., at Noon.
BUYO MARU ...	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU ...	10,500 ...	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier),  
237**OSAKA SHOSEN KAISHA.**REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.  
FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU" ...	T. H. Hamada ...	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU" ...	J. Kanoo ...	WED'DAY, 24th June, at 1 P.M.
"SEATTLE MARU" ...	T. Saito ...	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 23rd July, at 1 P.M.
"CHICAGO MARU" ...	Goto ...	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU" ...	K. Hori ...	WED'DAY, 20th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.  
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

**JAPAN-BOMBAY LINE.**

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG &amp; COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU" ...	T. Yamaguchi ...	THURSDAY, 26th June, P.M.
"INDO MARU" ...	M. Nemoto ...	WED'DAY, 30th July, P.M.
"LUZON MARU" ...	H. Yamamoto ...	TUESDAY, 26th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU" ...	M. Nemoto ...	SUNDAY, 22nd June, P.M.
"LUZON MARU" ...	H. Yamamoto ...	FRIDAY, 18th July, P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	FRIDAY, 22nd Aug., P.M.

**CHINA & FORMOSA LINE.**

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 18th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJO MARU" ...	M. Nagano ...	SUNDAY, 8th June, at Noon.
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 15th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU" ...	K. Tashiro ...	WED'DAY, 11th June, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU" ...	K. Tashiro ...	FRIDAY, 6th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,  
MANAGER  
Second Floor, No. 1, Queen's Building.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 6th June, 4 P.M.
RUBI ...	4000	J. Miller ...	Manila, Mangarin, Iloilo and Cebu	On 16th June, 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 30th May, 1913.SHEWAN, TOMES & Co. General Managers,  
PHILIPPINE S.S. CO.

110

**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

**TAIKOO DOCK YARD. HONGKONG.**SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—75' by 85' by 31' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

**BUTTERFIELD & SWIRE**

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." 449

**JAVA-CHINA JAPAN LIJN**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI ...	JAVA	First half of June.	JAPAN	First half of June.
TJILIWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS...	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOER	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 4th June, 1913.

Telephone No. 375.

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**THE AUSTRALIAN ORIENTAL**  
**LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"CHANGSHA" ...	11th June.	16th June.
"TAIYUAN" ...	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,  
Hongkong, 4th June, 1913. TELEPHONE No. 36. AGENTS.

1755

**NORDDEUTSCHER LLOYD. BREMEN**  
**IMPERIAL GERMAN MAIL**  
**LINE.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN," Capt. A. Ahlborn	17,300	Wed'day, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosch	17,000	About Wed'day, 11th June.
MANILA, YAP, MARONNI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer	6,100	Saturday, 14th June, at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. Klugkrist	6,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembrill	5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

LOHRS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 30th May, 1913.

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OVOCITIN  
NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other approved ingredients that are blood-forming tonics, it contains 25% Lecithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the best and most efficient nourishment in case of nervousness and accompanying symptoms, loss of appetite, sleeplessness, etc.

Sole Manufacturers:

**HESSE & GOLDSTAUB,**  
HAMBURG.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

## AHMLING'S GOUT FLUID

A remarkable and guaranteed innocuous remedy of quick and excellent effect against GOUT, PODAGRA, RHEUMATISM, ISCHIAS, etc.

Two Table-Spoonsfull to be taken 10 minutes before each meal and before going to bed.

Sole Manufacturers:

**AHMLING & CO.,** Hamburg.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

## KAYSER'S

## PAINTS

Are World Renowned.

**KAYSERWERKE KAYSER & Co**  
LUEBECK.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

## NOTICE POST OFFICE

The Assaye is expected to arrive here today, with the London Mail (via Siberia) on Wednesday, 14th, and Saturday, 17th May.

The Nippon Maru, with the American Mail, is expected to arrive here to-day, at 6 p.m.

FOR	PER	DATE
Swatow, Amoy and Fuzhou	Haitan	Friday, 6th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjipanas	Friday, 6th, 1.00 P.M.
Macao	Sui Tai	Friday, 6th, 1.15 P.M.
Japan via Kobe	Dairewa	Friday, 6th, 2.00 P.M.
Philippine Islands	Zajiro	Friday, 6th, 3.00 P.M.
Saigon	Kumchow	Friday, 6th, 5.00 P.M.
Sarakkan	Manwang	Saturday, 7th, 10.00 A.M.
Saigon	Onsang	Saturday, 7th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI	Assaye	Saturday, 7th, Printed Matter and Samples 10.00 A.M. Registration 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Letters 9.30 A.M. Letter 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of India	Saturday, 7th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Letters 9.30 A.M. Letter 11.00 A.M.
Straits and India via Calcutta	Torilla	Saturday, 7th, 11.00 A.M.
Bangkok	Chowtai	Saturday, 7th, 1.00 P.M.
Philippine Islands	Loongang	Saturday, 7th, 1.15 P.M.
Macao	Sui Tai	Saturday, 7th, 1.15 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Linan	Saturday, 7th, 5.00 P.M.
Swatow, Amoy, and Formosa via Tamsui	Dajin Maru	Sunday, 8th, 9.00 A.M.
Swatow	Hakura	Monday, 9th, 11.00 A.M.
Samarang and Sourabaya	Fausang	Monday, 9th, 11.00 A.M.
Japan via Kobe	Hanyang	Tuesday, 10th, 10.00 A.M.
Swatow, Amoy and Fuzhou	Chaphing	Tuesday, 10th, 10.00 A.M.
Tientsin	Suisang	Tuesday, 10th, 1.00 P.M.
Straits and India via Calcutta	Ichang	Tuesday, 10th, 3.00 P.M.
Chaofo, Newchwang and Chingwa	Chinkua	Wednesday, 11th, Printed Matter and Samples 8.30 A.M. Registration 8.30 A.M. Registration with late fee of 10 cents up to 8.00 A.M. Letters 9.00 A.M.
Philippine Islands	Goeben	Wednesday, 11th, Printed Matter and Samples 8.30 A.M. Registration 8.30 A.M. Registration with late fee of 10 cents up to 8.00 A.M. Letters 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES	Goeben	Wednesday, 11th, Printed Matter and Samples 8.30 A.M. Registration 8.30 A.M. Registration with late fee of 10 cents up to 8.00 A.M. Letters 9.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES AMERICA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Mongolia	Wednesday, 11th, Printed Matter and Samples 8.30 A.M. Registration 8.30 A.M. Registration with late fee of 10 cents up to 8.00 A.M. Letters 9.00 A.M.

## BLACK AND WHITE WHISKY.



GOOD SPIRITS

**GARNER, QUELCH & Co.**

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## COMMERCIAL.

## CLOSING QUOTATIONS.

June 5th.

ON LONDON:—	Telegraphic Transfer .....	1/11 1/2
Bank Bills, on demand .....	2/-	
Bank Bills, at 30 days' sight .....	2/-	
Bank Bills, at 4 months' sight .....	2/-	
Credits, at 4 months' sight .....	2/-	
Documentary Bills 4 months' sight .....	2/-	
ON PARIS:—	Bank Bills, on demand .....	332
Credits, at 4 months' sight .....	257	
ON GERMANY:—	On demand .....	204 1/2
ON NEW YORK:—	Bank Bills, on demand .....	48 1/2
Credits, at 60 days' sight .....	49 1/2	
ON HONGKONG:—	Telegraphic Transfer .....	149 1/2
Bank, on demand .....	149 1/2	
ON CALCUTTA:—	Telegraphic Transfer .....	149 1/2
Bank, on demand .....	149 1/2	
ON SHANGHAI:—	Bank, at night .....	72 1/2
Private, 30 days' night .....	73 1/2	
ON YOKOHAMA:—	On demand .....	98 1/2
ON MANILA:—	On demand .....	98 1/2
ON SINGAPORE:—	On demand .....	98 1/2
ON BATAVIA:—	On demand .....	120 1/2
ON HAMBURG:—	On demand .....	13 1/2 p.m.
ON SAIGON:—	On demand .....	13 1/2 p.m.
ON BANGKOK:—	On demand .....	17 1/2
SOVEREIGNS, Bank's Buying Rate .....	19.95	
GOLD LAMP, 100 lbs. per toad .....	\$52.10	
SILVER MITE, per ounce .....	27 1/2	